



Arkansas Railroader



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 10 NUMBER 8 AUGUST 1979 W. A. "BILL" MERCK EDITOR

10TH ANNIVERSARY

AUGUST PROGRAM - Not yet confirmed but if it all works out it will be a good one. Definite information to be announced later in the newsletter.

JULY PICNIC - GOOD FELLOWSHIP - GOOD FOOD - LIGHT ATTENDANCE. (19 PEOPLE)
Does our club actually want a picnic?? From the attendance at the last three or four we have had it seems like we do not. For those of you who did not attend our July picnic at Harry Coonley's Whistle Stop you missed good food, good fellowship and perfect weather. Next year's officers might have something different in mind rather than a picnic but--if we do have another one it is your editor's suggestion that firm reservations and payment in advance be made to cover. Prez Bill Bailey went to a lot of work and time on this one and understand he came out short money wise, which is certainly not right. Much food was left over. Please give this some thought.

FORMER BUSINESS CAR LOCATED - Former Cotton Belt biz car "DIXIE" has now been found, thanks to research by our good member Jim Bennett. Jim had a letter from a Reverend J. F. Harvill, Pastor of the Rison, Ark. Baptist Church, who advises it is located on Lake Ehrling near Bradley, Ark. Bradley is located between Lewisville, Ark. and Shreveport on Cotton Belt's Shreveport division. Rev. Harvill states that it is his understanding that the car is not in too good shape and needs repairs. The car was purchased by a Mr. Howard Hindman who, at the time of purchase, was employed by the International Paper Company at Pine Bluff. This sounds interesting and, if gasoline is available??, some of us might want to make a trip down to Bradley one of these days to look it over. It was certainly a fine car when in service on the Cotton Belt. It was almost as fine as the FAIR LANE (ex DT&I-HENRY FORD-COTTON BELT). As most of you may know, FAIR LANE was donated to an indian museum at Tahlequah, Oklahoma where it rests on a section of trackage and is maintained in good condition.

WELCOME TWO NEW MEMBERS: We welcome into the membership of our club, Mike Condren of Clarksville, Ark. and William A. Dixon of Fort Smith, Ark, and trust that even though both live considerable distance from Little Rock that they will be able to attend our meetings. If all of our associate members could attend our attendance would be swelled considerably.

EL DORADO VISITED - On June 16th, in company with my beautiful wife on the occasion of a wedding invitation in that city, had the pleasure of visiting former Rock Island Dorm-Club-Diner, PIKES PEAK, which is owned by Rock Island employee and rail fan, Bruce Nelson. This car is a stainless steel fluted side, built in 1939 by Budd and rebuilt in 1947 by Rock Island and was taken out of service in 1967 where it had been used on the Rocky Mountain Rocket. It was purchased by Nelson in 1973, is 80 ft. in length and has a seating capacity of 32 people. Thanks to Bruce for an enjoyable visit, and all members of our club are invited to visit it. Just call Bruce in advance when you get in town, and he will be glad to show it to you.

If you love railroading and are interested in your club you will make a special effort to try and attend regularly. Think about it.

SOME INTERESTING INFORMATION FROM RAILFAN EXCHANGE

From: The Coal Bucket - Newsletter of the Horseshoe Curve Chapter, Altoona, Pa.

Return of Steam? Perry M. Shoemaker, former president of the DL&W and CNJ, and father of current D&H President Kent Shoemaker, says that in view of the uncertainty and rising price of oil supplies, the U. S. should give thought to modernized steam power for the nation's railroads. He cites technical improvements that have been developed since our last steam locomotives were built in 1949, and says "a modern, high pressure, coal burning condensing steam locomotive would be less expensive and more efficient than a comparable diesel. He says he is not calling for an immediate return to steam, but that it is a proven alternative and appropriate subject for research. Editor's note: How true Mr. Shoemaker and why did we even totally abandon steam in the first place?

Amcracks: Some readers of the DOT Route System for Antrak (as promoted by Secy. Brock Adams) are moved to pure sarcasm. Adrian Herzog of the Univ. of Wyoming suggests "Brocktrak" as an alternative. This is a single route operating clockwise only from Boston through Atlanta, New Orleans, Houston, Phoenix, Albuquerque, Denver, Laramie, Ogden, Las Vegas, Los Angeles, Oakland, Seattle, Ogden, Salt Lake City, Denver, Kansas City, Dallas, St. Louis, Chicago, Cleveland, Buffalo and Boston. "Brocktrak" features 12,085 miles of route serving all major cities with only one train, eliminating all connection problems. Each city is served twice a month by the world's longest train - 453 freight cars pulled by 150 locos. (another quip by ye ed) With the current mess in Washington understand Adams may be one of the Carter cabinet members to resign. His successor possibly will not do any worse - How could he?? Sarcasm will get you nowhere but doesn't it sound nice sometime?!

Catenary in the South: Electrified operation of two Cincinnati-Atlanta rail routes is targeted for 1984 by the Tennessee Valley Authority. Studies have been completed for the 480-mile routes of the L&N and the Southern. The presidents of the two roads were reportedly to meet with TVA in February. TVA was to propose formation of a management corporation to provide capital funds toward the \$100 million needed for the landmark project. SR and L&N would be charged a fee for use of the system. Details were not final on providing necessary locomotives, etc. No mainline electrification has been undertaken in this country since completion of the PRR into Harrisburg in 1938. Four major lines have taken down the catenary; former Virginian line; the N&W west of Bluefield; the GN in the Cascades, and the CMSTP in the Bitter Roots and Cascades. It was pointed out that the Southern conducted electrification studies. TVA Officials hope to win approval of the plan and although construction would barely be underway at that time, it would make a central theme for EXPO 82, an international energy fair to be staged by TVA in its hometown of Knoxville, TN.

(End of quotes from The Coal Bucket)

From your Ed - Would the Milwaukee Road be in the poor shape it is now in if officials of that road had left ~~up~~ the catenary up on the western end of the line? It all came down just as the energy crunch was getting under way. Doesn't make sense does it??

There is really nothing new on the local Antrak scene except that our Inter-American is still running daily and ticket sales are at an all time high. The future of the train is still very much in doubt. All we can do is to wait and see what is handed down from the "Throne" in Washington.

Friends do you realize that old summertime is getting close to the end? Hate to see it but its true. The old saying "Go West Young Man" was made for those that want to go west, or north, or east. A better motto, at least for us older guys is "Stay in the south young man, or old man". Boy thats where I will remain. I don't want it any colder than we had last winter which was bad enough. And, I don't like that old song much, "Autumn Leaves". They will be falling soon enough. 'Nuf said, excuse my ramblings.

ne application of glass insulators and magnetic telegraph to railway stirred the first great revolution in despatching trains, and introduced an element of promptness and safety in their operation of which the railroad advocates had never dreamed. Among the real prizes in collectible railroad items is the glass insulator with the railroad name on it made in this period of time. The ones made prior to 1865 are rarities. These insulators were in existence only for a short time as new styles came in use with railroad telegraph train orders and new systems development. Glass insulators were first used in 1845 and have since been used more than any other material. Insulators were sold by glass makers in barrels packed in sawdust for shipment. In most cases, insulators were a by-product of the glass manufacturing business. A common telegraph type insulator sold for \$35 to \$40 per thousand in 1907. For a product such as insulators, the railroads took little interest in having the railroad name placed on the insulator. As reliability was of utmost concern to railroads, there are some exceptions. In areas of the country railroads leased circuits needed from companies like Western Union Telegraph, Central District and Printing Telegraph Company, Montreal Telegraph Company, Great Northwestern Telegraph Company, and Grand Trunk and Pacific Telegraph Company to name a few. By leasing, they would not have to maintain the lines. This was a most difficult task in blizzards, ice storms, summer flash floods, prairie fires, lightning, and exposure of nature elements that placed untold hardship on both. Some railroads owned and operated lines as no other service was available. This was where part of the marking of railroad insulators was applied. As an owner's requirement, a number of insulators were made at the Brookfield Insulator Plant on special order bearing the purchaser's name rather than the Brookfield name. In reviewing this matter, very few railroad names are found on glass insulators, as I only know of fifteen or possibly sixteen existing at this time. But if there are so few, in fact, we can't forget there is an old tie-in between glass insulators whether they are railroad marked or not. In 1869 at the driving of the Golden Spike joining the Central Pacific and the Union Pacific, the engineers of the two trains exchanged bottles of champagne and a one word telegraphic message "DONE". It was flashed all over the country telegraph system over wires and glass insulators of all types, and insulators played their part in helping to deliver messages and electric current from that day which helped make this country and railroads what they are today. On your next trip, have a searching for any eye catching bits of beauty because they are disappearing from the railroads fast. We can now see the last of glass insulators in use.

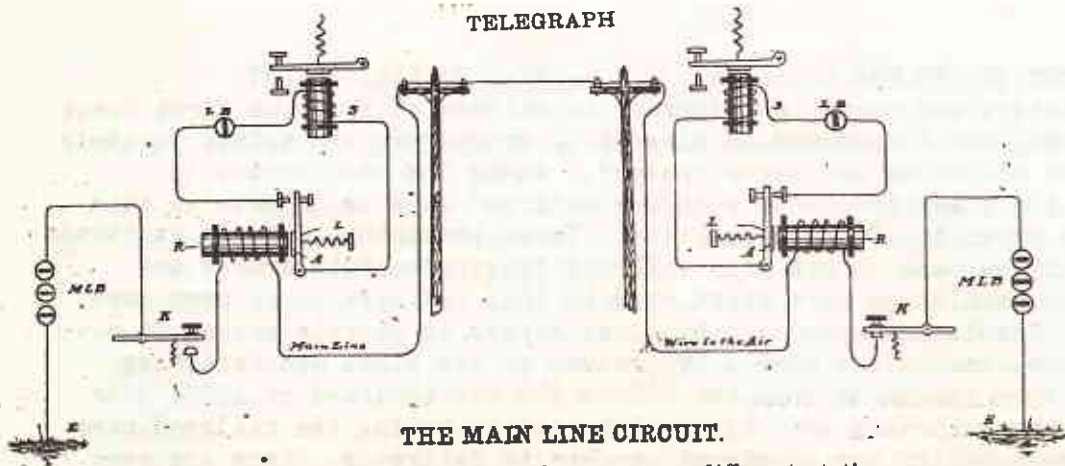
I believe these insulators were made for railroads, for whatever reason, in checking all the information I have at this time.

RAILROAD MARKINGDESCRIPTION OF USER

B & O	Baltimore & Ohio Railroad - used in 1885
C.N.R.	Canadian Northern Railway
C.P.R.	Canadian Pacific Railway Company
C.P.R.R.	Central Pacific Railroad
E.R.	Erie Railway
N.Y. & E.R.R.	New York & Erie Railroad (Note) Ceased to exist was changed to E.R.W. December 1861
E.R.R.	Erie Railroad
E.D.R.	Edmonton Donnegan Railway
E.R.W.	Erie Railway Western
T.C.R.	Transcontinental Railway
H.B.R.	Hudson Bay Railway - Canadian National
P.R.R.	Pennsylvania Railroad
P.W.	Providence & Worcester Railroad
Electrical Railway System	Detroit Electric Works
U.P.R.R.	Union Pacific Railroad - Used in 1869
P.L.W. (Note Below)*	Pittsburg, Lisbon & Western Railroad

*I question whether this marked insulator is railroad because it was a PRR branch line. Why would a railroad have another embossing for other division? It seems reasonable that they would stay with PRR embossing, but I have an old telegram dated 1913 with a title printed Penn. Lines West of Pittsburg adding to the question in this matter.

TELEGRAPH



THE MAIN LINE CIRCUIT.

The foregoing cut will illustrate two different stations of a single Morse circuit, with main line and local batteries, keys, relays, sounders and ground plates for the return of the current in a grounded or earth circuit. "R" represents a relay which has a double coiled electro magnet; "A" is a small piece of iron called the "armature" of the relay, placed close to the end of the electro-magnet, which is supported in its upright position by the lever "L," which is securely attached, and which is pivoted at its base. "S" represents the sounder; "L.B." the local battery.

The wire from the earth at "E" leads to the main line battery "M. L. B.," thence to one of the posts or legs of the key "K," thence from the other post or leg of the key to one of the main line binding posts of the relay "R," thence from the other main line binding post of the relay to the wire to the air, or main line wire, thence to the relay, key, main line battery and the ground, whence the circuit is completed in the earth.

P.R.R. ON DOME



The patented sharp triangular corrugations or ribbing on outside of the insulator enormously decrease the breakage. Any missile striking insulator will spend its force in shattering the tips of the corrugations, leaving the body of insulator intact. This has been most favorably demonstrated. Test data upon request.

C. P. R. Double Petticoat

INSULATOR PINS



Oak Pin



Locust Pin



Duplex Pin



Duplex Bracket



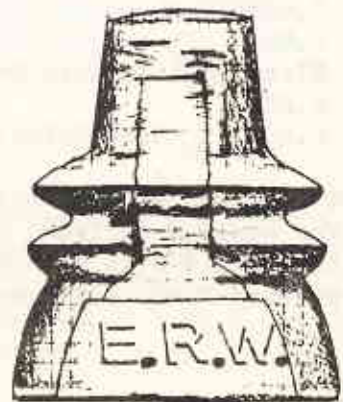
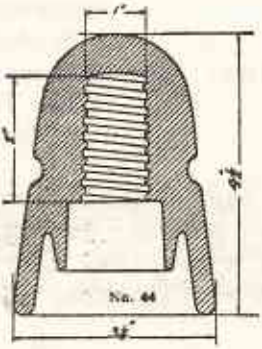
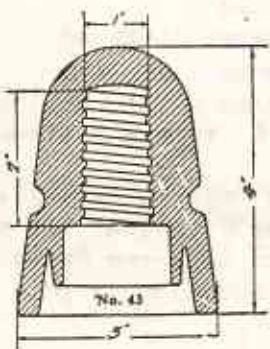
Wood Bracket



Steel Pin



CROSS SECTION



43	Double Petticoat.....
44	Western Union Double Petticoat.....

Glad to see good member and retired MOP engineer, Eckles Hille, up and around again after a series of operations.

We miss Bob Dortch and his Scott & Bearskin Lake operations at Scott. Bob now has two locos to start operations at Eureka Springs when and if that project is completed. The third loco formerly at Scott went to the present Reader R.R. at Reader, Ark.

In a future issue of the newsletter we hope to have an interesting article by Jim Bennett as well as an amateur effort by ye ed on an interesting train the Cotton Belt once had back in the depression days of the thirties.

We understand Cotton Belt depot at Stuttgart is slated for destruction. Hope this is not true as this building is one of the finer railroad depots left in the state. Not many of the old depots are now left in the state and its sure a shame to see them ago. As I have said many times and will say it again--are we making progress in the world? Are the old times and things better than the present?? What do you think?

Recently received a report from the Frisco representative at Little Rock, (a friend of your ed) that the Frisco-BN merger is almost a certainty and will take place either the first of 1980 or sometime in middle of that year. Better be saving all the Frisco items you can find as it looks like that line will soon be another "Allen Flag". If it happens Frisco will only be another division of the huge BN just like Cotton Belt is now only another division of the S.P.

Its nice to see that fine article in the August issue of TRAINS (second part will run in the September issue) on the KCS, one of Arkansas' leading rail carriers. and Prez Bill Bailey's favorite road. It is your editor's opinion that the KCS along with the Cotton Belt have never quite been given their "due" by the national magazine editors. This is your editor's opinion; you may not agree with it but as long as I am the editor of this publication will continue to express my views as I see it. Also, the state's short lines do not get much play and am sure you will agree our short lines stand up with the best of them. The KCS had some mallett locos that were "out of this world" so to speak, nothing like them in the state then and now. For details about these mallets (if you are interested) see Bill Bailey.

With all the mergers in the wind what is going to happen to the Katy? Santa Fe has been trying for years to get into St. Louis; wonder if they are interested in the Katy. The line has made somewhat of a comeback after some very, very poor years. At one time Katy was one of the nation's finest railroads. Remains to be seen what will happen.

AUGUST PROGRAM

Our August meeting will be held on Sunday the 12th starting at 2 PM at the Missouri Pacific office building in North Little Rock. Jim Bennett one of our new members will present the program. Jim lives in Stuttgart and has one of the finest railroad collections around. He will present a program on rail logos in addition to showing some slides. This should make for an interesting afternoon and trust we will have a good attendance. See all of you on the 12th.

The Arkansas Railroad Club is a non-profit organization. Regular meetings are held the second Sunday of each month (except July and December). Visitors always welcome and refreshments usually available (coffee-cookies-cokes). Send all news items and exchange newsletters to Editor at 5007 Hawthorne Road, Little Rock, Ark. 722 07.

Adios Amigos